

TOP SECRET

PHOTOGRAPHIC INTERPRETATION REPORT

LAUNCH COMPLEX D AND  
VLADIMIROVKA AIRFIELD ACTIVITY  
KAPUSTIN YAR/VLADIMIROVKA  
MISSILE TEST CENTER



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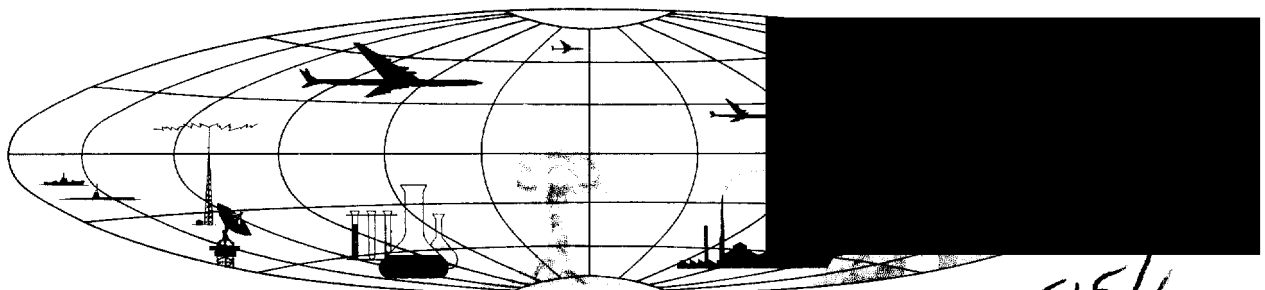
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25X1A



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LAUNCH COMPLEX D AND  
VLADIMIROVKA AIRFIELD ACTIVITY  
KAPUSTIN YAR/VLADIMIROVKA  
MISSILE TEST CENTER, USSR

NPIC/R-97/63

June 1963

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

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## INTRODUCTION

25X1D The Probable Aerodynamic Missile Facili-  
25X1D ties at the Kapustin Yar/Vladimirovka Missile  
25X1D Test Center (48-34N 45-54E), including Launch  
25X1D Complex D and the Vladimirovka Airfield Activ-  
ity (Figure 1), are covered by good-quality  
KEYHOLE photography of [REDACTED]

The principal changes noted since coverage  
on TALENT photography of [REDACTED]  
[REDACTED] are a new launch pad at Launch  
Site 1D and a new completed large runway east  
of the main runway at the Vladimirovka Airfield.

Other changes include completion of Launch Site  
3D and the second large fabrication building at  
the Missile Fabrication Complex.

A search of KEYHOLE photography of [REDACTED]  
[REDACTED] did not reveal any  
additional changes to Launch Complex D but  
did show probable asphalt taxiways under con-  
struction adjacent to the new large runway.

The small scale of the KEYHOLE photog-  
raphy restricts image definition and, accord-  
ingly, the mensural data in this report are  
approximations.

25X1D  
25X1D

## LAUNCH COMPLEX D

25X1D The Launch Area at Launch Complex D  
(Figure 2) appears to have been active operation-  
ally since [REDACTED] but construction activ-  
ity has been restricted chiefly to Launch Sites  
1D and 3D. Progress has been negligible  
compared to that at Launch Complex C.

### LAUNCH SITE 1D

Construction of Launch Site 1D-3, the new  
launch facility at Launch Site 1D (Figure 3), is  
the only major change observed at Launch  
Complex D. The new launch pad is about 310  
feet, center to center, southwest of the rail-  
served launch structure (Site 1D-1). The pad,  
measuring 210 by 100 feet, is served by a loop  
access road approximately 20 feet wide, with  
turning radii of about 100 feet, and a small  
catch basin 50 by 30 feet. The loop access  
road joins the main SERVICE road, and the small

catch basin is connected by ditching with the  
large basin serving Launch Site 1D. A probable  
tower approximately 50 feet high is nearly  
centered on the pad. Orientation of the pad is  
about 40 degrees, plus or minus 5 degrees.

No apparent change has been made to Launch  
Site 1D-1. The pad at Launch Site 1D-2, the  
probable rail launcher, is 180 by 85 feet and the  
launcher is approximately 60 feet long. A large  
unidentified object of undetermined size was  
observed on the concrete apron adjacent to the  
support buildings northwest of the control  
bunker.

### LAUNCH SITE 2D

Limited new ground scarring was observed  
at Launch Site 2D (Figure 4) but tanks observed  
previously have been removed and, in general,  
the site appears to have been abandoned.

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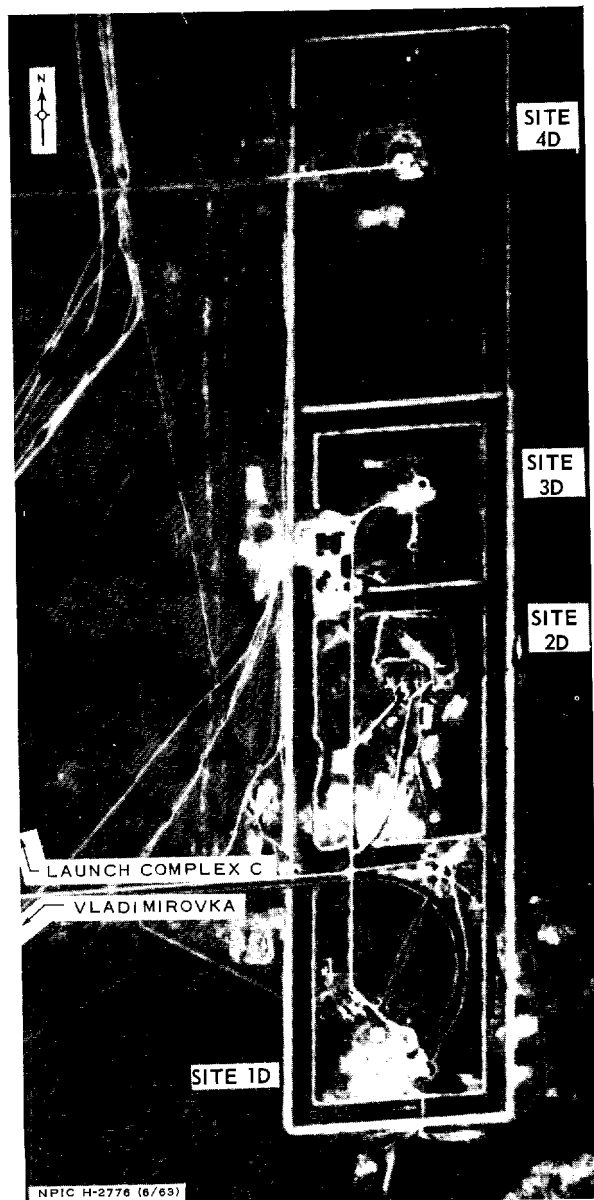


FIGURE 2. LAUNCH AREA, LAUNCH COMPLEX D

#### LAUNCH SITE 3D

All items under construction at Launch Site 3D (Figure 5) were probably completed by [redacted] and the site

appears active and operational. Heavy blast scarring around the pad indicates continual usage. The completed drive-through assembly/checkout building measures 145 by 130 by 30 feet high. A service apron 145 by 115 feet extends from the east end of the building to the main service road. An unidentified object or vehicle 40 to 50 feet long was observed along the north side of the apron near the building. Access to the launch pad from the west end of the building is provided by a loop road.

Other facilities completed include a gabled-roof building 180 by 50 by 25 feet high and a small building 60 by 30 feet in the Support Section, and a possible building or bunker 70 feet long in the Control Section. A new probable cable line runs between the Control Section and the Support Section. The surface of much of the Support Section has been graded, and a new L-shaped road extends west and north from the main service road to the new small building.

#### LAUNCH SITE 4D

Progress at Launch Site 4D (Figure 6) has been limited to completion of a few buildings. Construction and operational activity, in general, appear to have been abandoned. The only access road to the site is unsurfaced.

#### RANGE CONTROL CENTER

Changes since [redacted] at the Range Control Center serving Launch Complex D (Figure 7) include two new probable buildings, each 60 by 20 feet, adjacent to the concrete hardstand; a new possible hardstand of undetermined surface, 140 by 70 feet, located 400 feet north of the existing hardstand; and a new earth mound, 65 feet in diameter, about 1,300 feet east-northeast of the Central Control Facility (Site D-1).

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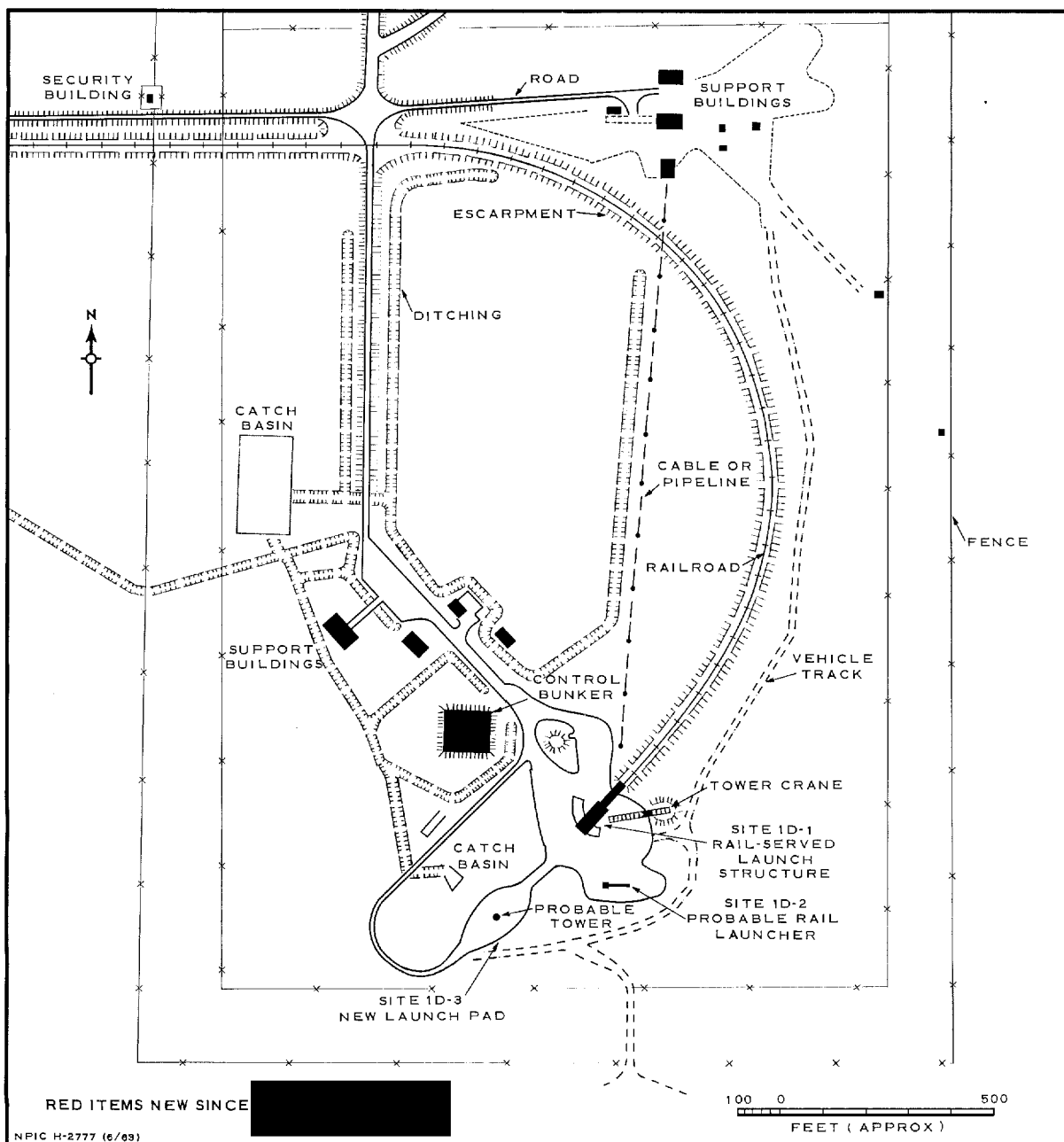


FIGURE 3. LAUNCH SITE 1D.

#### ASSEMBLY AND CHECKOUT AREA

The Assembly and Checkout Area (Figure 8), which probably serves only Launch Site 1D, has three new hardstands since [REDACTED]. The

hardstands, situated north and west of the drive-through assembly/checkout building, measure 430 by 100 feet, 310 by 80 feet, and 170 by 95 feet. The drive-through building is approximately 210 by 120 feet.

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## VLADIMIROVKA AIRFIELD ACTIVITY

Facilities at the Vladimirovka Airfield Activity (Figure 9) include the main runway and the

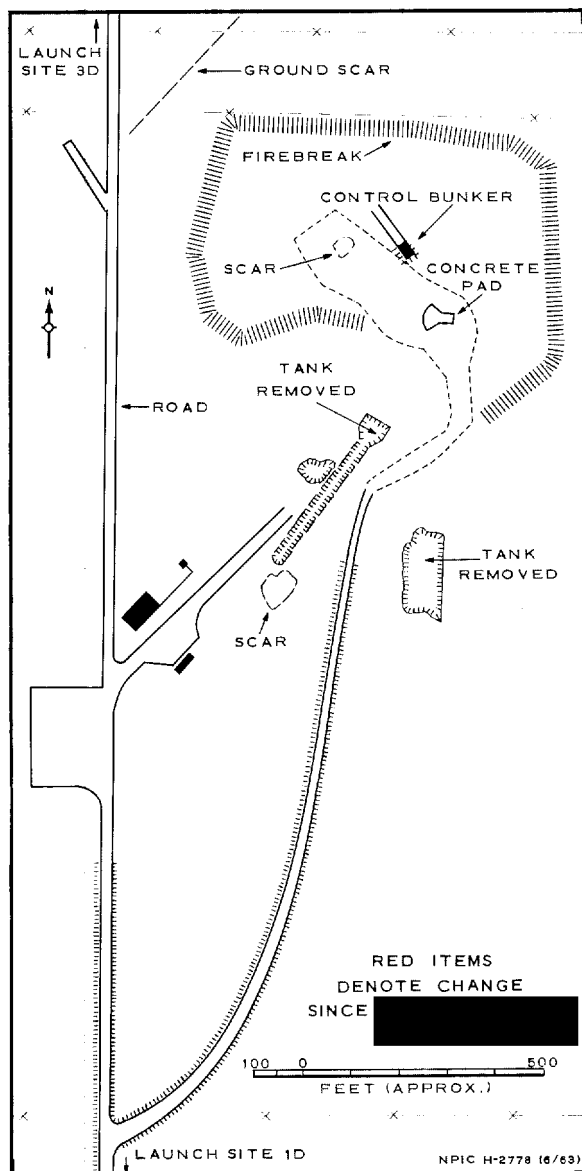


FIGURE 4. LAUNCH SITE 2D.

new runway, with their respective support areas; a possible drone operations area; radar facilities; the Airborne Missile Loading Complex; and the Missile Fabrication Complex.

The main runway, with a northwest-southeast orientation, is 8,400 feet long and 275 feet wide. It is served by a loop taxiway with four connecting links, and has three main aprons and two ready ramps. A taxiway extending northeastward from the southwest end of the runway connects with taxiways to the new runway and the possible drone operations area. Two POL storage areas serve the main runway, and at least 20 new buildings have been added to the support area since [redacted]. The runway is equipped with lights and GCA and ILS facilities. Two natural-surfaced runways southeast of the main runway appear to have been abandoned. In addition to 8 unidentified and 19 possible aircraft, the following were observed on the [redacted] photography in the vicinity of the main runway: one probable BEAR, 15 probable BADGER, 12 probable BEAGLE, 8 probable CAB/CRATE, 2 probable COOT, and 3 probable MIG.

The new runway (Figure 10), with a general northwest-southeast orientation, is 13,350 feet long and 220 feet wide. Located about 2.5 nautical miles (nm) east-northeast of the main runway, it probably became operational in [redacted]. Support facilities, about 3,000 feet south of the runway, include a secured area of approximately 32 acres containing at least 6 buildings and an unsecured area of approximately 21 acres containing about 20 small buildings. Aircraft observed near the new runway on the

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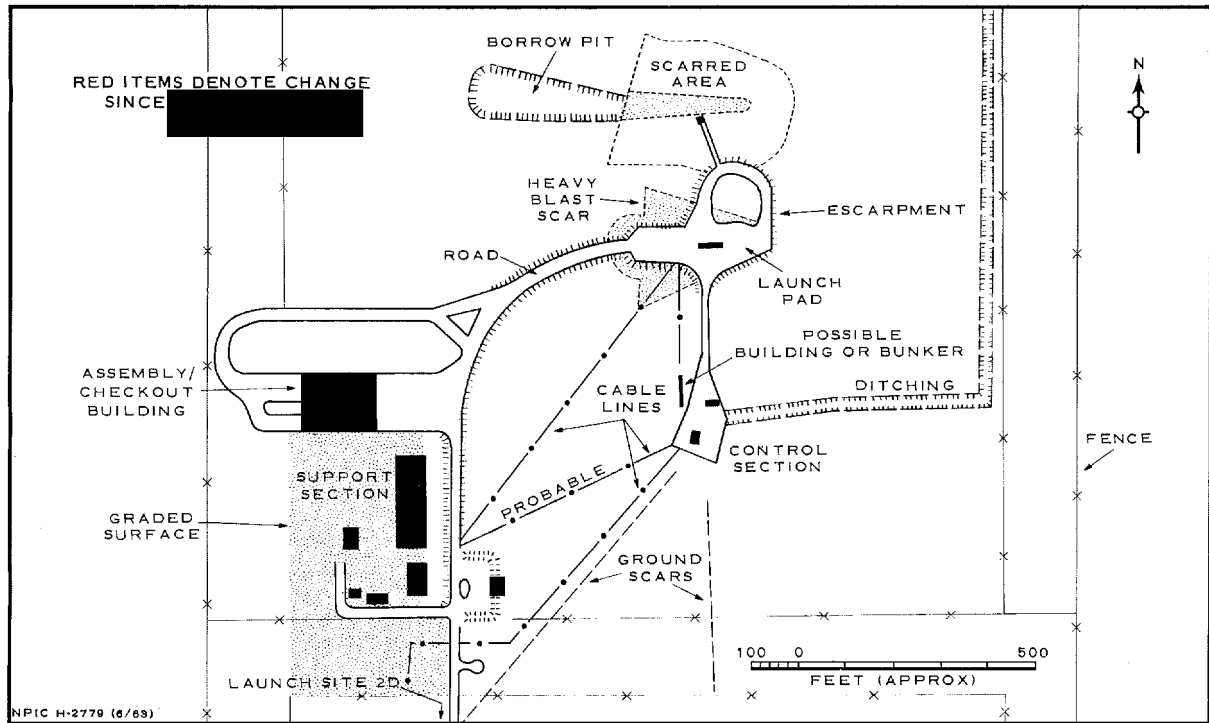


FIGURE 5. LAUNCH SITE 3D.

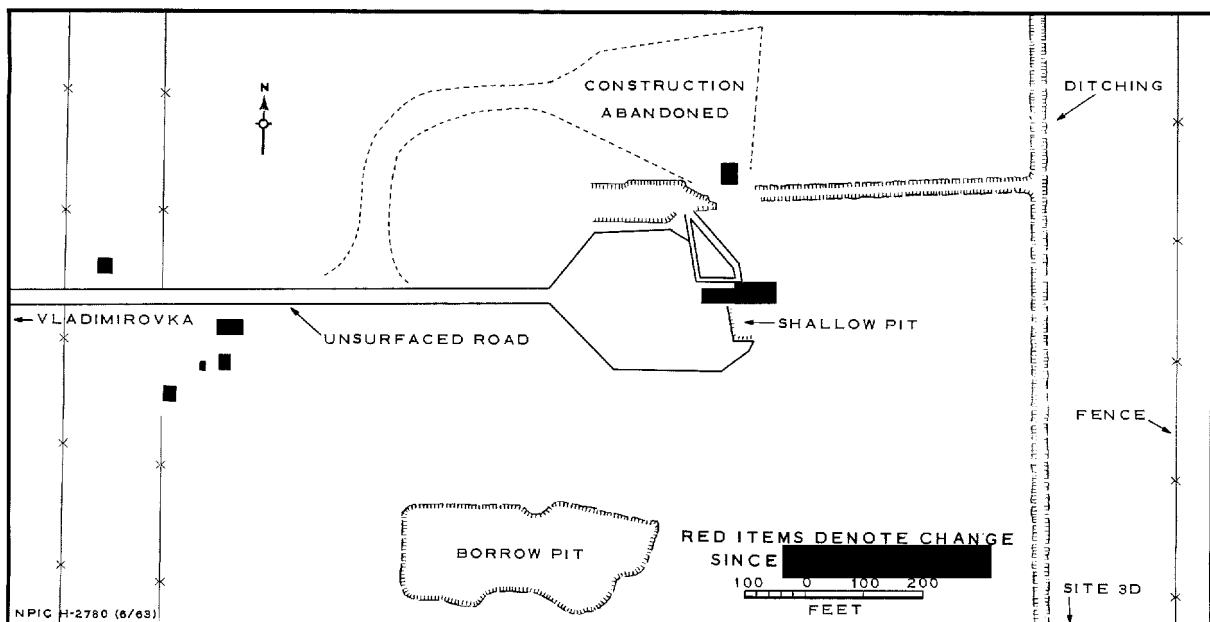


FIGURE 6. LAUNCH SITE 4D.

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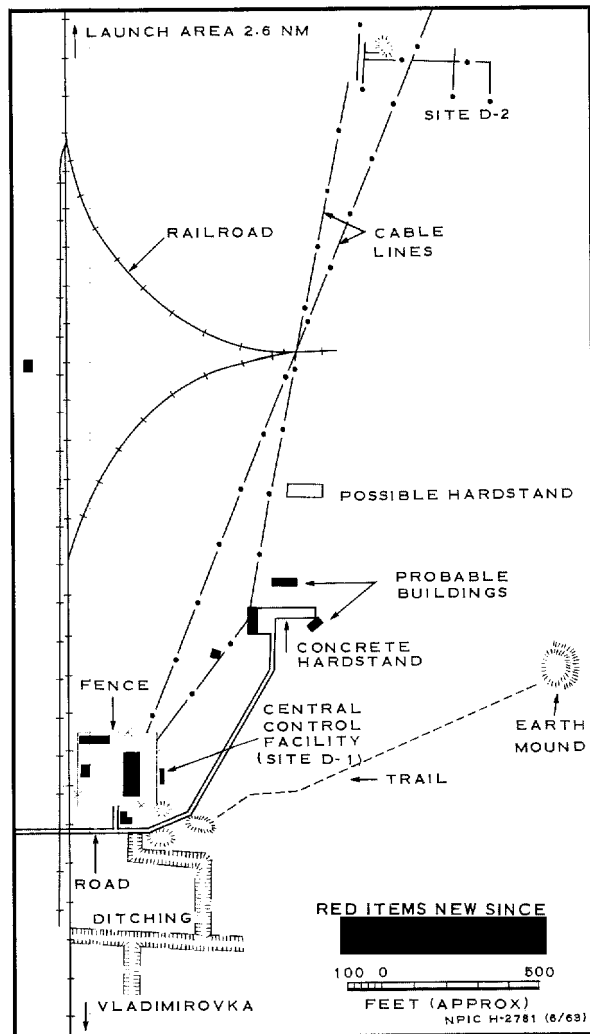


FIGURE 7. RANGE CONTROL CENTER.

photography included 15 BULL, 2 possible and one probable CAB, 5 probable MIG, and one unidentified swept-wing type with a 120-foot fuselage and wingspan.

The possible drone-operations area (Figure 9), about one nm northeast of the main runway, contains 4 hardstands and a firing butt, 2 small buildings, 6 small unidentified structures aligned northwest of the hardstands, and 5 radar-

supporting mounds. All of the facilities, except two of the radar mounds, were present in [REDACTED]. Only three of the mounds, which are aligned with a perpendicular orientation of [REDACTED] to the east, are occupied. The minimum horizontal length of each of the three radar screens is approximately 25 to 30 feet. Six or more probable vans were observed between the two northernmost mounds. Vehicle tracks extend from the area to an aircraft parking facility north of the new runway. Nineteen unidentified, probable straight-wing, aircraft were observed on the [REDACTED] photography in the vicinity of the hardstands, and five possible BEAGLE were aligned adjacent to the taxiway leading to the main runway.

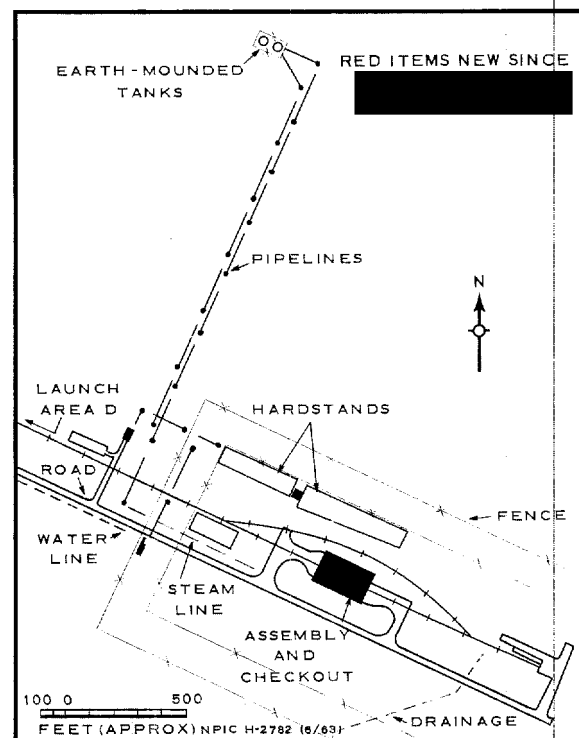


FIGURE 8. ASSEMBLY AND CHECKOUT AREA.

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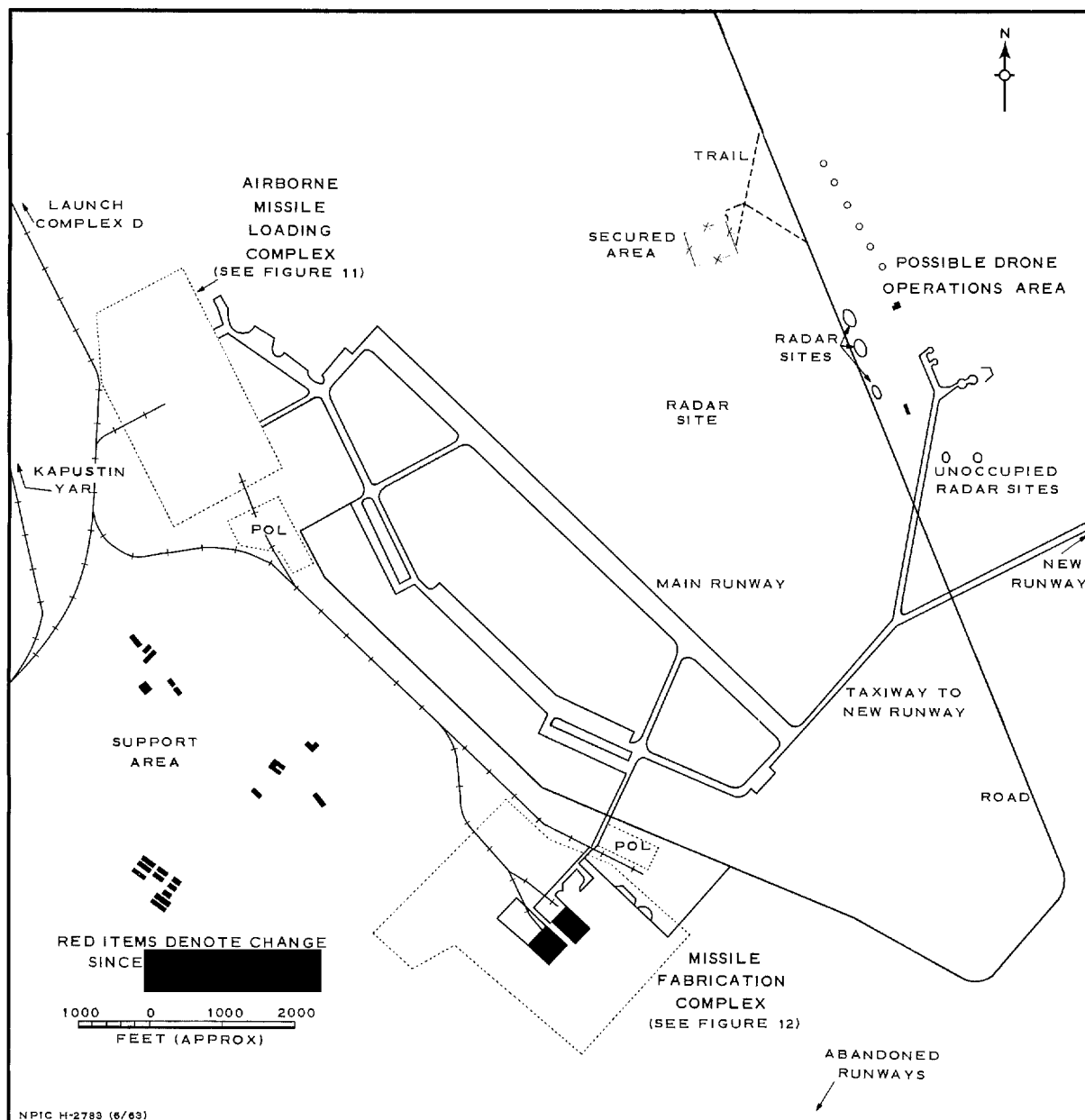


FIGURE 9. VLADIMIROVKA AIRFIELD ACTIVITY.

A radar installation (Figure 9), identified on the [REDACTED] photography, is located about 2,000 feet northeast of the main runway. It consists of three individually secured buildings connected by cables, forming a right triangle

with the open side oriented to the northeast. A secured area about 2,000 feet north of the radar installation measures approximately 630 by 500 feet and contains numerous vehicles, vans, trailers, and equipment. The area appears to

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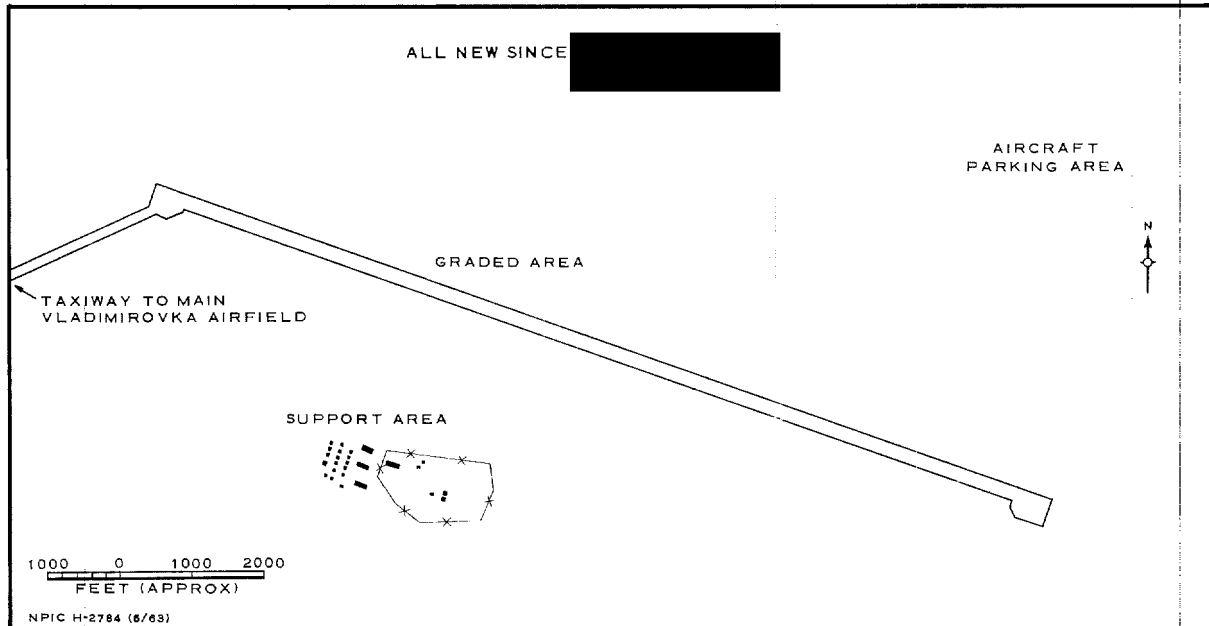


FIGURE 10. NEW RUNWAY, VLADIMIROVKA AIRFIELD ACTIVITY.

25X1D have been further developed since it was observed on the [REDACTED] photography.

#### AIRBORNE MISSILE LOADING COMPLEX

25X1D Three buildings, two 170 by 60 feet and one 170 by 75 feet, and a new road on the periphery of the air-to-surface missile loading pit are the only apparent changes within the Airborne Missile Loading Complex (Figure 11) since [REDACTED]. Two small buildings and a large hardstand have been added outside the complex wall. Two BADGER, 2 small unidentified, and 6 small possible aircraft were observed within the complex on the [REDACTED] photography. One BEAR and one BADGER aircraft were parked on an apron outside the complex.

#### MISSILE FABRICATION COMPLEX

25X1D Completion of the second large fabrication building is the most significant change effected at the Missile Fabrication Complex (Figure 12) since [REDACTED]. The main bay of the new building, measuring 420 by 280 feet, is the same as that of the original fabrication building. Including adjacent shop facilities on its east side, the new building has an overall width of 350 feet. The concrete apron under construction in front of the new building in [REDACTED] has been completed and measures 650 by 420 feet. The apron fronting the original building is approximately 325 feet square. Both buildings are rail served. Ground scarring southeast of the new fabrication building is indicative of new construction.

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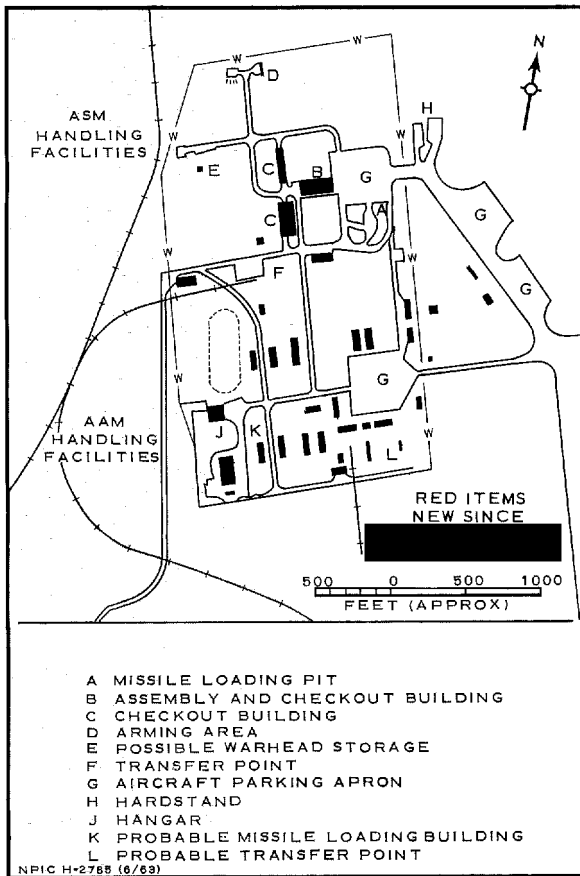


FIGURE 11. AIRBORNE MISSILE LOADING COMPLEX.

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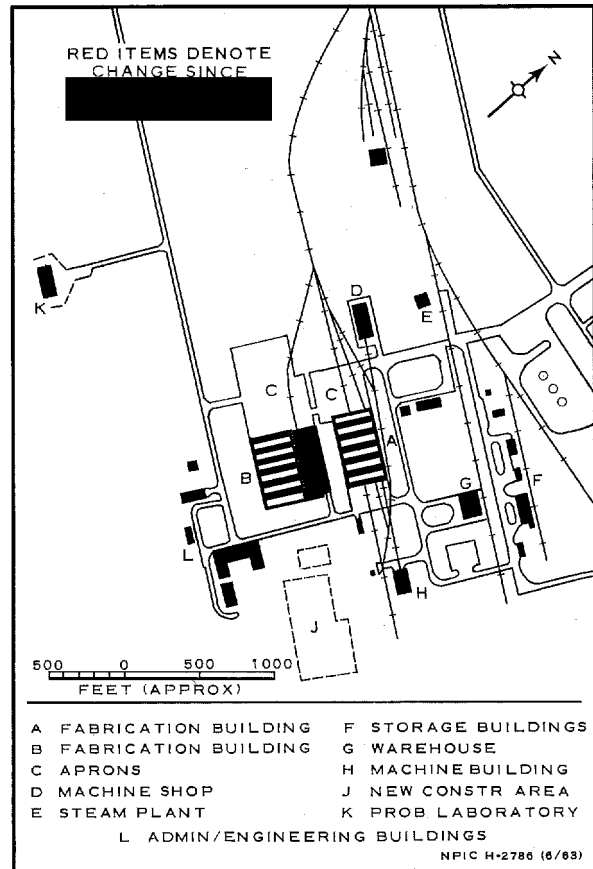
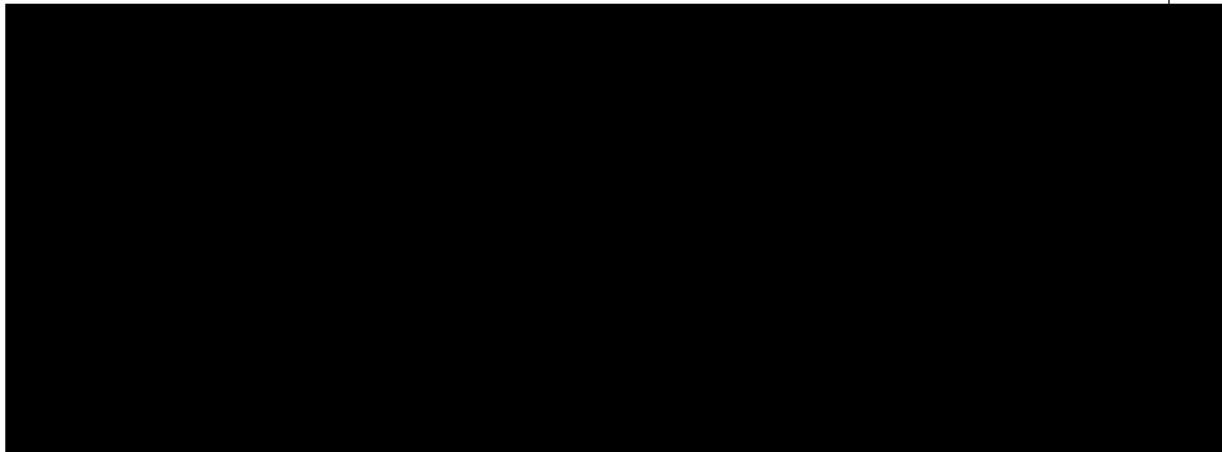


FIGURE 12. MISSILE FABRICATION COMPLEX.

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REFERENCES

PHOTOGRAPHY



25X1D

MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0235-22AL, 3d ed, May 60, scale 1:200,000 (SECRET)

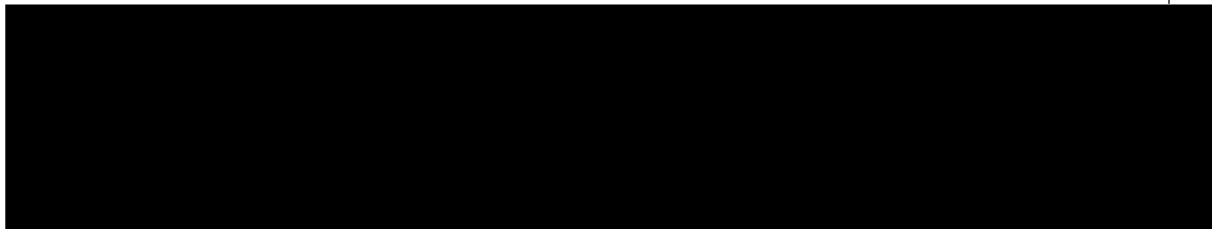
RELATED DOCUMENTS

25X1D

NPIC. R-8/61, Kapustin Yar/Vladimirovka Missile Test Center, USSR, Changes Since [redacted] Oct 61  
(TOP SECRET RUFF)

CIA. PIC/JR-18/60, Probable Aerodynamic Missile Facilities, Kapustin Yar/Vladimirovka Missile Test Center, USSR, Sep 60 (TOP SECRET CHESS)

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REQUIREMENT

CIA. OSI/R-83/62KH

NPIC PROJECT

JN-127/62 (partial answer)

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